(6) VNAV climb speed is the greater of:

speed transition associated with origin airport

VREF + 80 knots, or

TAKE OFF STUFF

Takeoff is a flight director only function of the takeoff/go—around (TO/GA) mode. The autopilot may be engaged after takeoff. During preflight:

- with the autopilot disengaged and both flight director switches OFF, activation of TO/GA roll and pitch mode occurs when the first flight director switch is positioned ON
- PFD displays FLT DIR as AFDS status and TO/GA as the pitch and roll flight mode annunciations
- (1) This altitude is used to activate VNAV, enable autothrottle activation (if not active), command acceleration for flap retraction, and set climb thrust if an altitude has been selected. Radio altitude is used for activation of LNAV
- (2) If current airspeed remains above target speed for 5 seconds, target airspeed is reset to current airspeed (limited to a maximum of V2 + 25)
- if an engine failure occurs on the ground, the pitch command target speed at lift—off is V2 commands maximum braking pressure if: or airspeed at lift-off, whichever is greater
- After lift-off:

(8) ...if actual thrust is less than commanded

thrust during T/O

- if an engine failure occurs, the pitch command target speed is:
- V2, if airspeed is below V2
- existing speed, if airspeed is between V2 and V2 + 15

(3) Selecting RTO (rejected takeoff) prior to takeoff arms the autobrake system. The RTO mode can be selected only on the ground. The RTO autobrake setting

- the airplane is on the ground
- groundspeed is above 85 knots, and
- · both thrust levers are retarded to idle.

(4) - As flaps are retracted, pitch commands an acceleration to 5 knots below the placard speed of the commanded flap position

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